

Shipping.

D. MONCRIEF
with *Intelligence*

WILLIAM WOOTTON,
CHAN KIT SHAN,
D. GILLIES,
KWAN DI CHUN.
Hongkong, 24th July, 1901. (1901)

W. POWELL & CO.
HONGKONG, 1st August, 1891.

The Austin Arms Hotel,
Building Company, Ltd.
3 & 45, Queen's Road Central,
Hong Kong, 14th July, 1891.

CALBURGA,
Douglas, Master, will load here for the above
port and will have quick despatch.
For Freight, apply to
SHEWAN & CO.

Hongkong, 19th June, 1897. [77a]

Intimations.

DAKIN BROS. OF CHINA,
LIMITED,
DISPENSING CHEMISTS, &c.

LONDON, HONGKONG AND AMOY.

AGENTS FOR
DR. PAUL'S MANICURE
SPECIALITIES.

"CERAMINE" for tinting finger tips, face, and lips, per pot \$1.
"POUDRE LUSTRALE" gives a brilliant shell-like transparency to the nails, per box \$1.
"EMERY BOARDS" for bevelling the rough edges of the nails after use of the file, etc. 50.
"ORANGE WOOD STICKS." A valuable novelty introduced in Dr. Paul's system of Manicure to apply the "Cleansing Fluid" under the free margin of nails and thus avoid the danger of scratching with steel instruments, etc. 50.
"NAIL OLEATE" preserves and gives a brilliant polish to the nails and prevents hangnails, etc., etc. 75.
"CLEANSING FLUID" instantly removes all stains from the surface and underneath the nails, per bot. \$1.

(Telephone No. 160)
Nos. 22 & 24, QUEEN'S ROAD CENTRAL,
Hongkong, 20th July, 1891. [37]



BY APPOINTMENT.

WINES AND SPIRITS.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY
"SODAS"

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS,
whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is,
"DISPENSARY, HONGKONG,"
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATERS
SODA WATER
LEMONADE

POTASH WATER
SELTZER WATER

LITHIA WATER
SARSAPARILLA WATER
TONIC WATER

GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED,
Hongkong, China, and Manila. [5]

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, AUGUST 5, 1891.

FLAG-FLYING AND ITS MORAL.

The British Mercantile Marine Officers Association, displayed in our opinion execrable taste, to say nothing of audacious presumption, in calling upon the shipmasters of this colony to dress their vessels with flags on Sunday last in commemoration of what they were pleased to consider their victory, viz.—the passing of the Sunday Cargo-working Ordinance. If the Association desired to exhibit to this community a picture of their insignificance as an element in influencing opinion in this colony, they certainly could not have chosen a better example, for not a single vessel with the exception of one small bark, answered to their appeal. Moreover, irrespective of other considerations which we shall dwell upon presently, what may be asked, is the organization and discipline of an Association of British Marine Officers, who publicly invite their brother officers, superior and subordinate, to use the property of their masters' purposely to gratuitously insult and humiliate them? We submit it amounts to all this, for with one or two exceptions a majority of the principal Foreign shipping concerns in this colony opposed the measure. Besides, this course was altogether at variance with that recommended by the worthy President, Captain S. AARON, to his colleagues from the outset, as he endeavoured to impress upon them that if they wished to succeed, conciliation—not defiance—must be their motto. As a matter of fact, however, this

somewhat irresponsible association really proved itself to be no great factor in the final determination of the question; it was one of those questions which appealed to the many, far beyond any petty local considerations, even of those of this society, and it had the unanimous support of the Government of the colony, also of the Press, an unusual but by no means dispensable factor. The end having been gained, surely it ill became a minor and transient section of the community, possessing virtually no real stake or interest in the colony, to presume to such authority and, like "chanticleer," to crow upon a dingy hill. Furthermore it was apparent there was a considerable section of their own class trading to and from this port, of opposite views, and affected adversely by the ordinance. Likewise, we have reason to believe the first day's trial of its working, indicates, that a considerable modification of the ordinance will be required to be made at once to prevent it from materially doing injury to the interests of the colony.

The interests of the Mail and River steamers, in cases of emergency, like that of Sunday last, will have to be further considered, more especially if the working of the officers and crew can be dispensed with, or left optional by extra remuneration. A more reasonable license fee seems indispensable, as well as a mere equitable system of exacting it. On Sunday last it is said, the Government made some \$600 out of the Sabbath, but ironically enough through the Act of God, (for no one will dispute that the Typhoon was not so), the vessels were done out of the benefit of the license by labour and boats being unobtainable, and there is apparently no provision to recover this in the ordinance. Again, although the Administrator quoted that stereotyped and patent statement, that Hongkong is not a Chinese but a British colony, we do not suppose his Excellency meant seriously to deny that the Chinese are not to be considered at all in the matter, more especially if it can be shown, that as affecting Europeans no infringement of the principles upon which the measure is based would occur. Altogether it is lamentable that the passing of this measure, after receiving such support and after so much trouble, should elicit from the class benefitted, such evidence of narrow-minded and unworthy appreciation of its far-reaching benefits. Instead of looking upon the carrying of the measure in a magnanimous spirit; not only have attempts being made to dispute the right of the adversaries to the measure to be entitled to hold an opinion upon it, but actually the boycotting of those who opposed the measure has been proposed in all seriousness. Such conduct is on a par only with the worst features of the Irish league policy, and proves that a number of the members of the Association are undeserving of the suffrages of the public they solicit. It is generally allowed that there are two sides to every question, and although we have given it unflinching support and combated our opponents arguments in no uncertain terms, we fully recognize their rights to their opinions and can respect them for it, the more so as they stuck to their guns to the last, and then yielded only against overwhelming odds in Council. We are compelled to remind the Association that it is only in its swaddling clothes at present, that its influence is of a minus quantity, and persevering in such reckless contentions will certainly not tend to extend its influence, or add to the scope of its usefulness. That it has a useful mission before it, conducted within proper lines there can be no doubt, but if it elects to follow a course so as to incline bad blood between employers and employees, it will alienate from it the support and respect of all worthy or capable of assisting it. Though given tardily, we acknowledged the advantage of the support our contemporaries gave to the Sunday Cargo-working Ordinance; unfortunately, however, this support has been of short duration, if not entirely neutralized, through their own lack. For the *China Mail*, the representative Missionary organ, be it not forgotten, actually supports in its issue of Saturday the practical insubordination invited by the Mercantile Marine Officers Association and entailing the misappropriation of property, utterly indifferent to the precepts of the lowly Nazarene; while the *Daily Press*, with a conception—at all events on Marine matters—as vacant as a "dead Marine," thinks it just as well the display did not take place simply out of consideration for the feelings of owners. Such we submit to be a fair illustration of the depth, (or height for that matter), of the intellectual and moral conceptions of those who claim to be the guides of public opinion in this colony. We venture to think it was to their honour that the majority of the officers of the Association declined to make any such reprehensible exhibition against their employers, and that further, by so doing they have shown themselves to possess the

true spirit of British sailors, ready to meet victory or defeat with calmness and magnanimity, or with resignation and fortitude.

A PHASE OF THE WUSUEH RIOTS.

If the news from the North be true, that the eldest son of the his Excellency Hsu, the Chinese Minister to England, was the leading spirit in the fatal riots at Wusueh, it is startling in more senses than one. Hsu is a member of the Hanlin college, a native of Hangchow, the capital of Chekiang province, and a relative by marriage of Li HUNG-CHANG, as well as a protégé of the great Viceroy. He has served as private secretary to Li HUNG-CHANG, and was nominated as Chinese Minister to Japan, but never took up the post on account of his mother's death and having to go into the periodical term of mourning. Hsu is likewise a close friend of CHANG CHIH-TUNG the Viceroy of the two Hs, and things must indeed be serious to occasion that Viceroy to order the arrest of his friends eldest son upon such a grave charge. Hsu is likewise a bosom friend of Hsiao G. DZANG the Commissioner of Customs at Tientsin. Hsu has not been altogether fortunate in his official career, having got into trouble and been removed from office more than once and misfortune seems to follow him, for now when he gets a chance of retrieving his past misdeeds, the most grievous of all misfortunes overtakes him by the crime of which his son is claimed to be guilty. According to Chinese law he cannot escape the responsibility, as the head of the family, of maintaining proper order in that family. Poor Hsu, to his other disadvantages also suffers from an obliquity of vision in one eye having a "crossjack" optic, commonly called a squint. This has interfered with his holding Court appointments as the Imperial eye is never permitted to cast its Celestial glance upon any physical disfigurement or defect. The recent riots are significant in this respect, that it is evident they were inspired by the gentry and educated class, and that those so engaged were either members of the secret societies or league with them. In the Tai-ping rebellion notable officials were men who had any classical studies whatever, and this contributed more than anything else to the rebellion never taking any hold of the educated classes. On the contrary, here it would seem as if these secret societies which honeycomb the provinces in the Yangtze valley are controlled by the educated and gentry class, who wish to embarrass relations with foreigners, so as to complicate their own Government and to make a rebellion more feasible. It is not difficult to conceive that China is ripe for insurrection when we take a glance at the misrule and extortion prevailing everywhere throughout the country. Every system of Government which can degrade and impoverish the people is in vogue by the present rulers, from Peking and Li HUNG-CHANG downwards. Treaties are disregarded, and imposts are inflicted at the whim of local mandarins. If history teaches us anything it is, that rebellions are the inevitable result of misgovernment, and if evidence of the grossest misgovernment is not patent enough wherever we may look in China we don't know what is. That mistrust exists at Peking, as we pointed out the other day, is clear from the unusually extensive appointments of Manchus to positions in the provinces, and these continue in an increasing ratio. But that near connections of the great Li family should so soon kick over the traces is as surprising as it is significant. The Manchu officials holding office in the provinces, have the means of communicating direct with the Emperor through the Tartar Generals at the capital cities throughout the Empire, without going through the Viceroy or Governor, and so if at Peking, they have reason to consider dissatisfaction in the provinces, it is a wise precaution to have a good sprinkling of the Manchu clan distributed over the country.

TELEGRAMS.

FRANCO-RUSSIAN ALLIANCE.

LONDON, August 3rd.
The Admiral of the French fleet now at Cronstadt took to St. Petersburg the draft of a Franco-Russian alliance which had previously been prepared in Paris.

LOCAL AND GENERAL.

Two coolies in the employ of Major Self were to-day fined \$7 and \$1.50 respectively for refusing to obey the lawful and reasonable orders of their masters.

His Excellency the Governor of Macao was received in audience by the Emperor of Japan on the 21st ult., and was expected to leave for Macao by an early steamer.

Two whole brigades of gamblers were up before Mr. A. G. Wise at the Magistracy to-day, the first consisting of 25 members and the second 31. Various fines were inflicted according to age and guilt and in the cases of a few juveniles the lightest reprimand was ordered. The keepers of the gaming establishments were fined \$50, while the common or garden gambler was let off with a fine of \$10.

For the privilege of stealing a bangle, one Sun Ming was to-day fined two dollars with the alternative of doing seven days' graft for the benefit of the Nation. Sun elected to ante up.

One of the largest and most valuable pearls ever found in the Australian colonies was obtained a few weeks since by Messrs. Norman and Robinson at the pearling grounds in Western Australia. It is a large "button" pearl, weighing 28 carats, and is perfect both in colour and shape. It is difficult to estimate its value, but the resident partner refused \$500 cash for the gem.

We notice the south end of the Praya Wall at Van-mai has been carried away, and that in place of a wide Praya, faced by a sea wall, there is now neither wall, nor Praya, and that the houses now stand on a sandy beach, which being artificially filled in, is liable to be swept away by any ordinary southerly gale; and which is even now being washed into the sea by the heavy rains. The Government should take summary action unless they want to see the buildings along the water front entirely washed away. Also, we understand, that the wall at best was merely a temporary one, and that it was the intention of the Government to build a substantial and permanent structure further out, thus reclaiming more land and making a new water frontage. For this reason the lots in question were never granted as Marine, but inland lots.

MR. FRANCIS YORRELL, of Dublin, who has arrived at Hongkong, tells a remarkable story of the method in which emigrants to Brazil are treated. He says that in consequence of advertisements promising free passages and free farms he and 13 friends left Dublin for Brazil, and French and Portuguese emigrants were taken on board at various ports to the number of 1,300. The vessel left Liverpool on March 11th, and on her arrival at an out-of-the-way port in Brazil they were treated like galley slaves. They were thrown into dens where Russians and Italians were dying of yellow fever, and were beaten with any other known to man. The true inwardness of this particular trick is as follows. Two-thirds of all the tea-growers in the Amoy province and in Formosa are poor men who have to borrow money to raise and move their crops. They obtain the needed money from heathen usurers, native merchants and Christian tea-exporters. It makes but little difference to whom they apply as each charges 10 per cent on the loan, takes the land and growing crop as collateral security and imposes the hard condition that he shall have the first choice of buying the new leaf at the market rates. As the crop comes in the money lenders hold back and keep the market as much as it will stand, and do nothing until there are signs of revolt among the farmers. Then they buy largely at the lowest figures and shortly afterwards jump the prices so as to prevent interference from less long-headed operators.

The tea-season of 1891 is in full blast, and the tea-market is as lively as an Irish fair. I have just been studying a trick in the trade and there are more tricks in the tea trade of the East than in any other known to man. The true inwardness of this particular trick is as follows. Two-thirds of all the tea-growers in the Amoy province and in Formosa are poor men who have to borrow money to raise and move their crops. They obtain the needed money from heathen usurers, native merchants and Christian tea-exporters. It makes but little difference to whom they apply as each charges 10 per cent on the loan, takes the land and growing crop as collateral security and imposes the hard condition that he shall have the first choice of buying the new leaf at the market rates. As the crop comes in the money lenders hold back and keep the market as much as it will stand, and do nothing until there are signs of revolt among the farmers. Then they buy largely at the lowest figures and shortly afterwards jump the prices so as to prevent interference from less long-headed operators.

The outlook for this season is extremely good. In Formosa, there are three crops of tea annually. The present one is the first and is now estimated to be between 180,000 and 200,000 half chests each weighing 43 lbs. The second crop is estimated at from 60,000 to 75,000 half-chests, a very heavy advance upon that of last year which was 30,000. The prices then ran from \$45 to \$100 per picul this year on account of the splendid quality of the tea they will be much higher. The third crop will reach 230,000 half-chests this year and may even go as high as 250,000. The prices last year were from \$24 to \$30 per picul, and they will probably be about the same this season. The three crops, or annual output of Formosa may be figured between 500,000 and 450,000 half-chests, or in weight between 15,000,000 and 17,000,000 lbs. This in value will be between \$3,200,000 and \$4,000,000. It will pay an internal revenue tax to the Chinese Government of \$400,000, and an export tax of an equally large amount. The packing and transportation to Amoy and Hongkong, from which it is exported to the United States and Great Britain, will cost between \$1,500,000 and \$1,800,000. The Chinese merchants and officials with whom I have conversed state that the crops this year are slightly larger and very much finer than ever before in the history of Formosa; that while the yield per acre has fallen off owing to a warm winter and a dry spring, the increase in acreage has more than made up for the deficiency; and that the success this year would undoubtedly lead to a large extension of the culture and a greatly augmented production.

This will be good news for lovers of tea. Formosa tea is the best in the world. It is so popular that unscrupulous dealers in Japan, Korea and especially in India and Ceylon, have been doing large business in sending to the market their own goods put up in imitation of the Formosa article. The new law compelling importers to brand each package with the name of the place it comes from has struck a blow at the evil and has given much satisfaction to the merchants in China. It may be questioned, however, if the statute goes far enough and if further legislation is not necessary. I have had the opportunity of studying tea-culture in Ceylon and Formosa, and find that there is great room here for the tea grower to improve himself by the cheapening of the curing processes. The Chinese still cure the leaf in small bamboo wailers over charcoal fires in the same way as did their ancestors thirty years ago. The new processes, invented chiefly, not solely by Englishmen, use copper, iron or porcelain plates, hot dry air and more or less labor-saving machinery. The result is a great saving in time and labor and the production of a very uniform article. The Chinese object to the new processes on the ground that they destroy the bouquet of the fine leaf, and add an unpleasant metallic flavor to the herb. They make the further objection that the new system would throw thousands out of employment and so injure the nation. I am not yet a tea expert and can not therefore give a valid opinion upon the justice of their first objection. But as the Chinese tea-keepers begin to favor the application of the new processes to the cheaper and poorer grades, it is certain that they will be in full operation within the next five years. Amoy tea is still on the downward path. Last year the output was 500,000 half-chests or 2,100,000 lbs. and the average price \$13 per picul (or 10 cents per lb.). This year it will not exceed \$8.00, half-chests; or roughly, or \$12.50 per picul. When it is remembered that at one time Amoy was the greatest tea-country in the world and exported as high as 500,000 half-chests (ten times its present production) the decay of the industry is easily realized. This tremendous change is due, I regret to say, almost entirely to dishonesty and rapacity on the part of the trade, native and foreign. At one time the Amoy teas were excellent and the tea-districts correspondingly prosperous. The planters fell into debt to the money and merchant, and were so debased that they lost all interest in their land and the quality of the leaf fell off, as did the quantity. Then to carry out contracts as to specific amounts, the leaf was adulterated with other

leaves, with sweepings and even in some cases with dirt. By degrees its reputation fell, until it became known as the vilest and filthiest compound in the market. To-day no tea-drinker knowingly uses it. In three days Formosa did a business of from 25,000 to 30,000 half-chests per annum when Amoy was doing 400,000. Now the figures are exactly reversed. The decadence of the Amoy industry has taught one good lesson. It showed the tea-drinker that Amoy did not and could not monopolize the culture of tea. To-day they are afraid to apply the screws to the full limit to the Formosa planters, knowing that if they do, the trade will die off here as it did in Amoy and will revert to Japan, Korea, Ceylon and India.

TEA-CULTURE is assuming large proportions outside of the Chinese boundaries. The Spanish authorities have tried to raise it in the Philippines; the Dutch in Sumatra, Java and Borneo; the English in the Straits Settlements and the French in Cochinchina. Nearly all these experiments have been failures; the only successes reported being from mountainous countries, where there was moisture, good soil and not an excess of warmth. The Dutch have turned this discovery to account and now confine their efforts to the high mountainous districts with which their colonial possessions abound. While good tea has been produced in a number of places under these auspices, the quality has been very inferior to the fine growths of Formosa and Focchow.

Chops running from \$700 to \$300, per picul are not uncommon, while now and then, extra fine pickings find customers who pay from \$10 to \$30, a pound! In Russia and Japan and above all in China there are epicures, more dainty as to their daily tea than wealthy connoisseurs as some are over the Amoy and Focchow. The Government of Formosa from \$10 to \$20 per lb. for his tea. When I dined with him I justified the extravagance. The perfume filled the palace and the exquisite incomparable flavor lingered upon my palate hours after the meal was over. After drinking such tea, the finest comet-growth of Burgundy seems coarse and savage.

Tea-drinkers at home may revel therefore in the fact that they will have better and cheaper tea in 1891 than they have had for a long time. Our China merchants, however, derive but little benefit from this industry. At one time it poured a stream of wealth into Hongkong, but somehow or other the merchants grew careless and allowed the channel to be diverted to other nations. The spectacle is very painful to a public spirited student. The heavy capital with which the crops are raised, the experts who taste and the dealers who buy the leaf, the lead in which it is raised, the steamers in which it is carried, the companies which insure it, and the banks which attend to the financing, are all from, or of London.

A TALK ABOUT TEA.

FROM FORMOSA.

Tamsui, July 24th.

The tea-season of 1891 is in full blast, and the tea-market is as lively as an Irish fair. I have just been studying a trick in the trade and there are more tricks in the tea trade of the East than in any other known to man. The true inwardness of this particular trick is as follows. Two-thirds of all the tea-growers in the Amoy province and in Formosa are poor men who have to borrow money to raise and move their crops. They obtain the needed money from heathen usurers, native merchants and Christian tea-exporters. It makes but little difference to whom they apply as each charges 10 per cent on the loan, takes the land and growing crop as collateral security and imposes the hard condition that he shall have the first choice of buying the new leaf at the market rates. As the crop comes in the money lenders hold back and keep the market as much as it will stand, and do nothing until there are signs of revolt among the farmers. Then they buy largely at the lowest figures and shortly afterwards jump the prices so as to prevent interference from less long-headed operators.

To-day the revolt occurred, prices were made and the machinery of exportation set in motion. The quotations this morning at Tamsui, which is the tea-emporium of Formosa, were as follows, \$18 per picul for the poorest, \$22 for medium and \$31 for fine and superior grades. This is about 10 per cent higher than it was this time last year.

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LIT-BAS.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE MEKONG VALLEY QUESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—In these days when certain French colonial Chauvinists—counting upon the alleged lethargy of the Siamese nation—talk so glibly of the necessary (i) spoliation of Siam; and at a time when Saigon and Hanoi newspapers openly advocate such a policy—it is certainly according to a portion of the foreign community to find that Siam is preparing to grant heretofore against any encroachments from the Annam-Tonquin quarter.

Now that their Royal Highnesses Krom Mun Bichit, Krom Mun Prachak and Prince Sanprasil, all energetic men, have been charged with administering the affairs of the lower, middle and upper Mekong regions, respectively, and while his Excellency Phya Surin is busy in the same direction, it is to be hoped that our lively friends across the border will cease to cast longing eyes upon the said territories, &c. to trouble their brains about displacing the Siamese darkness, &c. about, according to our local oracle, "Still wraps this magnificent land in its sable mantle," the finding of a trade route, the ascension of rapids and other fatiguing and risky work, they had better leave to Siam, and rest a while on the laurels they have earned. As regards the inhabitants of these regions, and the feeble attempt made by Saigon and Hanoi papers to prove that the Laosians would welcome French protection in the place of Siamese rule, a Laosian prince to whom I lately spoke simply ridiculed the idea, stating that the Laosians dread France owing to that "Power having appropriated Annam and Tonquin." It should, however, be born in mind that while, volatile French politicians have, in their fertile brains, already alleged Siam, and while the Press of Indo-China teems with sinister allusions, the French Government remains in a passive mood, thus assuring the amicable relations hitherto maintained between Siam and France.

Considering, however, that it is the constitutional policy of France, to increase her power and influence in the Far East, one cannot help asking why the Siamese Government has so long delayed coming to a definite settlement with France, in regard to the delimitation of the Annam boundaries?

In the olden times, under the French Empire, France would have been glad enough to stick to the strip of land along the Annam sea coast; under the Jules Ferry regime, M. de Kergadec actually proposed to Siam, the watershed of the Mekong as the boundary! And it was only the other day that a French politician stated "our Indo-China possessions are incomplete without the incorporation of Siam."

The sooner the boundary question is definitely settled, the better. Siam and the States whose merchants have some trade commercial interests at stake.

I am, Sir, Yours truly, A. Z.

Bangkok, 16th July, 1891.

PRESIDENT HARRISON RECOGNIZES THE BRILLIANT TALENTS OF TSIN CHING-CHUNG.

HONOR TO WHOM HONOR IS DUE.

SOMEBODY TO TALK FOR DR. BELL.

Under the latter heading the *Philadelphia Press* announces, that the President of the United States has appointed Mr. Tsin Ching Chung to be interpreter to the U. S. Consulate at Amoy. Now, all the Eastern world knows that in respect to American Consular representation, Amoy is the most favored port in all the Orient, for the noted man who watches over and guards the interests of his nationals there, is not only the wisest and the wisest, but also the most "solid" representative that any foreign country can boast of in this part of the world to-day, and in the person of Doctor Edward Bellows, backed up as he is by his bright and cheery Vice, the Hon. W. Z. S. Yates, Americans have counterparts and champions of whom they might well feel proud. But to leave the brilliant "Boomer" of the Consulate for a time and to turn back to Tsin Ching Chung, the light of

Commercial.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank, with New Issue
—100 per cent. premium, buyers.
Union Insurance Society of Canton—\$45 per
share, buyers.
China Traders' Insurance Company—\$44 per
share, buyers.
North China Insurance—Tia. 275 per share,
buyers.
Canton Insurance Company, Limited—\$107 per
share, buyers.
Yangtze Insurance Association—\$102 per
share, buyers.
On Tai Insurance Company, Limited—Tia. 150
per share, buyers.
Hongkong Fire Insurance Company—\$310 per
share, buyers.
China Fire Insurance Company—\$31 per share,
buyers.
Hongkong and Whampoa Dock Company—\$99
per cent. premium, sales and buyers.
Hongkong, Canton, and Macao Steamboat Co.—
\$32 ex div., per share, buyers.
China and Manila Steam Ship Company—65
per share, buyers.
Hongkong Gas Company—\$131 per share,
buyers.
Hongkong Hotel Company—\$65 per share,
buyers.
Hongkong Hotel Co.'s Six per cent. Debentures
—\$90.
Indo-China Steam Navigation Company, Limited
—\$20 per cent. discount, buyers.
Douglas Steamship Company—\$40 per share,
buyers.
China Sugar Refining Company, Limited—\$182
per share, sales and buyers.
Luzon Sugar Refining Company, Limited—\$83
per share, buyers.
Hongkong Ice Company—\$87 per share, sales.
Hongkong and China Bakery Company, Limited
—\$75 per share.
Hongkong Dairy Farm Co., Limited—\$7 per
share, sales.
A. S. Watson & Co., Limited—\$19 per share,
ex div., buyers.
Chinese Imperial Loan of 1884 B—21 per cent.
premium, buyers.
Chinese Imperial Loan of 1884 C—5 per cent.
premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent.
premium.
Hongkong Rope Manufacturing Company,
Limited—\$113 per share, buyers.
The Hongkong Steam Laundry Co., Limited—
\$25 per share, nominal.
Punong and Sungle Dina Samantan Mining Co.
—\$25 per share, sales.
The Rango Gold Mining Co., Limited—\$0.85 per
share, buyers.
Imuris Mining Co., Limited—\$0.45 ex New Issue
per share, sales and buyers.
The Balmoral Gold Mining Co., Limited—\$4
per share, sales.
Hongkong and Kowloon Wharf and Godown
Company—\$32 per share, sales.
Tongkoo Coal Mining Co., Limited—\$0.34 per share,
buyers.
The Hongkong High-Level Tramway Co.,
Limited—\$65 per share, buyers.
H. G. Brown & Co., Limited—\$47 per share,
buyers.
Crutchfield & Co., Limited—\$35 per share,
nominal.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Company,
Limited—\$10 per share, sales.
The China-Borneo Co., Limited—\$9 per share,
sales.
The Hongkong Brick and Cement Co., Limited
—\$12 per share, sales.
The Green Island Cement Co.—\$15 per share,
sales.
The Hongkong Land Investment Co., Limited—
\$20 ex div., per share, sales.
The Hongkong Electric Light Co., Limited—\$6
per share, sales.
Geo. Fenwick & Co., Limited—\$151 per share,
sales.
The West Point Buildings Co., Limited—\$25
per share, buyers.
The Peak Hotel and Trading Co., Limited—\$5
per share, sales.
The Labak Planting Co., Limited—\$12 per
share, sales.
The Jelebu Mining and Trading Co., Limited—
\$35 per share, sales.
The Selama Tin Mining Co., Limited—50 cents
per share, sales and buyers.
The Shamshoo Hotel Co., Limited—nominal.
The Kowloon Land Investment Co., Limited—
\$15 per share, buyers.
The Bank of China & Japan & the Straits Ltd.—
\$16 per share, buyers.
The Bank of China & Japan & the Straits Ltd.—
Founders' shares, \$150 per share, sales and
buyers.
London and Pacific Petroleum Co., Ltd.—£15
buyers.
The National Bank of China, Ltd.—60 per cent.
dis., sales.
The National Bank of China, Ltd.—Founders'
shares, \$150 per share, sales.

MAILS EXPECTED.

THE FRENCH MAIL.
The Messageries Maritimes Co.'s steamer
Yvetot, with the French mail of the 10th ult.,
left Singapore on the 5th instant and may be
expected here on the 12th.
THE GERMAN MAIL.
The Norddeutscher Lloyd Co.'s steamer
Prinzess, carrying the German mails, dated
Berlin of the 7th ultimo, left Singapore on the
2nd instant and may be expected here on the 7th.
THE AMERICAN MAIL.
The P. & O. S. N. Co.'s steamer China, with
mail of 2nd, from San Francisco to the 18th ult.,
left Yokohama on the 4th instant and may be
expected here on the 12th.
THE CANADIAN MAIL.
The Canadian Pacific Steamship Co.'s steamer
Empress of India, left Vancouver on the 29th
ultimo for Yokohama, Shanghai, and Hong-
kong.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer Telo-
machus, from Liverpool, left Singapore on the
afternoon of the 31st ultimo and is due here on
the 6th instant.

The P. & O. S. N. Co.'s steamer Gwalior
left Singapore on the 3rd instant and may be
expected here on the 12th.
The China Shippers' Mutual S. N. Co.'s
steamer China, from London and Liverpool,
passed the Canal on the 28th ultimo, and may
be considered due at Penang on or about the
15th instant.
The P. & O. S. N. Co.'s steamer Thetis left
Bombay on the 31st ultimo and is due here on
the 17th instant.
The Canadian Pacific Steamship Co.'s steamer
Empress of China left Liverpool on the 15th
ultimo and is due here on the 28th instant.
The P. & O. S. N. Co.'s steamer Shanghai
left Antwerp for this port on the 1st instant.

Shipping.

ARRIVALS.
JOHANN, German steamer, 480, H. Blige, 4th
August, Tourane 30th July, Salt and
General—Wieder & Co.
ANJER HEAD, British steamer, 1,200, J. B. Rice,
4th August—Whampoa 4th Aug. General—
Jardine, Matheson & Co.
TAOPO, British ship, 1,576, D. W. Corning,
4th August—Cardiff 23rd April, Coal—
Government.
METAFEDIA, British steamer, 1,456, Fraser, 4th
August—Barrow 4th June, and Singapore
23rd July, Ralls—Government.
JASON, British steamer, 1,411, W. Towell, 5th
August—Shanghai, 6th October, and
Amoy 3rd August, General—Butterfield &
Swire.
EISE, German ship, 1,377, Th. Piller, 5th
August—Cardiff 5th March, Coal—Sla-
son & Co.
TROMBOLD, British steamer, 1,970, R. L.
Eberington, 5th August—Amoy 3rd Aug.
Ballast—Doddwell, Carill & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Thales, British steamer, for Swatow, &c.
Johann, German steamer, for Macao.
Valdey, British bark, for Honolulu.
Thermale, British steamer, for Aden.
Phra Chula Chom Kiao, British steamer, for
Yokohama.
Teuer, British steamer, for Amoy.

DEPARTURES.
August 4, Keemun, British str., for Shanghai.
August 4, Fiddler, German str., for Whampoa.
August 4, Sanghai, British steamer, for
Whampoa.
August 4, Florida, British steamer, for Amoy.
August 5, Triton, German steamer, for Guam.
August 5, Collingham, British steamer, for Kat-
chinotz.
August 5, Glenyon, British str., for Singapore.
August 5, Nigbo, German steamer, for Canton.
August 5, Emerald, British str., for Amoy.
August 5, Belmont, British str., for Kobe, &c.
August 5, Don Juan, Spanish str., for Amoy, &c.
August 5, Naba, German str., for Singapore.
August 5, Thales, British str., for Swatow, &c.
August 5, Ella, German steamer, for Manila.

PASSENGERS—ARRIVALS.
Per Johann, str., from Tourane—30 Chinese.
Per Jason, str., from Shanghai, &c.—120
Chinese.

REPORTS.
The British steamer Yvetot reports that she
left Shanghai via Foochow and Amoy on the
3rd instant. From Shanghai to port had moderate
south-easterly winds and fine weather.
The British steamer Metafedia reports that
she left Barrow on the 4th June and Singapore
on the 23rd ultimo. Encountered typhoon in
lat. 17.50 north and long. 115.50 east. Very
heavy weather on the 30th and 31st ultimo.
The German steamer Johann reports that
she left Tourane on the 30th ultimo. The first
part of the voyage had moderate south-west and
south breeze, with fine weather to Hainan
Strait; thence to port had heavy storms of
typhoon passing in northerly direction to the
westward and tremendous cross sea from north-
eastward and north-west, and afterwards from
various other directions. From Ladrones Island
to port wind slightly moderating.

Post Office.

A MAIL WILL CLOSE.
For Europe, &c., India via Bombay.—Per
Katarah-Hind to-morrow, the 6th instant, at
11.00 A.M.
For Swatow and Shanghai.—Per Taling to-
morrow, the 6th instant, at 2.30 P.M.
For Manila.—Per Elus to-morrow, the 6th
instant, at 2.30 P.M.
For Saigon.—Per Somdech Phra Nang to-
morrow, the 6th instant, at 4.30 P.M.
For Swatow, Amoy, and Tamsui.—Per Hal-
long on Friday, the 7th instant, at 11.30 A.M.
For Saigon.—Per Amigo on Friday, the 7th
instant, at 4.30 P.M.
For Nagasaki, Kobe, and Yokohama.—Per
Verona on Friday, the 7th instant, at 1.00 P.M.
For Straits and Bombay.—Per Lombardy
on Saturday, the 8th instant, at 11.30 A.M.
For Saigon and Calcutta.—Per Wingang
on Saturday, the 8th instant, at 11.30 A.M.
For Port Darwin, Thursday Island, Cooktown,
Townsville, Brisbane, Sydney, Melbourne, and
Adelaide.—Per Callithum on Saturday, the 8th
instant, at 11.30 A.M.
For Straits and Bombay.—Per Blague on
Tuesday, the 11th instant, at 11.30 A.M.
For Shanghai, Kobe, Yokohama, and Van-
couver.—Per Empress of Japan on Tues-
day, the 11th instant, at 11.30 A.M.
For Yokohama, and San Francisco.—Per
Galle on Tuesday, the 11th instant, at 0.30
P.M.
For Singapore.—Per Lydia on Wednesday,
the 12th instant, at 0.30 A.M.
For Europe, &c., Australia, India, via Madras,
and Mauritius.—Per Salatis on Wednesday, the
12th instant, at 11.00 A.M.

SHIPPING IN HONGKONG.

STEAMERS.
AMICO, German steamer, 771, C. G. Kreider,
3rd August—Saloon 3rd July, Rice—
Wieder & Co.
BISAGO, Italian steamer, 1,499, L. Baccarini,
4th August—Bombay 15th July, and Sin-
gapore 26th, General—Calcutta & Co.
CARDIFF, British steamer, 1,623, Jenkins,
3rd August—Amoy 1st August, General—
Doddwell, Carill & Co.
CATTERTHUR, British steamer, 1,480, J. W. B.
Danks, 25th July—Sydney 1st July,
Moreton Bay 3rd, Cleveland Bay 6th, Cook-
town 7th, Thursday Island 9th, and Port
Darwin 10th, General—Gibb, Livingstone &
Co.
CHOWTA, British steamer, 1,057, F. W. Phillips,
4th August—Bangkok and Koh-ah-chang,
5th July, General—Yuen Fat Hong.
EMPEROR OF JAPAN, British steamer, 5,000, Gen-
eral—R.N.R., 11th July—Vancouver 1st
July, Yokohama 12th, Kobe 16th, and Won-
gong 16th, General—Doddwell, Carill & Co.
FARR, British steamer, 1,117, Lim, W. G.
Cheney, R.N.R., Hongkong Government
tender.

HONGKONG—STEAMERS.

FRATE, Danish steamer, 577, C. L. Strand, 24th
July—Pakhoi 21st July, and Hishow 23rd,
General—Aalborg, Karberg & Co.
GALIC, British steamer, 2,200, W. G. Peck,
31st July—San Francisco 7th July, and
Yokohama 25th, Mails and General—
O. & S. S. Co.
GENERAL WILKINSON, German steamer, 2,200, B.
Blanke, 28th July—Yokohama 10th July,
Mails and General—Schneider & Co.
HAILONG, British steamer, 783, J. Cohen, 4th
August—Tamsui 11th July, Amoy 1st
August, and Swatow 15th, General—D.
Lapark Co.
HOLSTEIN, German steamer, 2,200, J. Bruch, 31st
July—Whampoa 31st July, General—
Wieder & Co.
KAIHAR-HIND, British steamer, 2,351, G. W.
Atkinson, 4th August—Shanghai 1st Aug.
Mails and General—P. & O. S. N. Co.
LOMBARDY, British steamer, 1,570, Francis Cole,
25th July—Bombay 9th July, and Sin-
gapore 26th, General—P. & O. S. N. Co.
MONKATON, British steamer, 1,391, Beasley,
31st July—Amoy 22nd July, Coal and
General—O. & S. S. Co.
NESTOR, British steamer, 1,260, Thompson, 2nd
August—Nagasaki 28th July, General—
Butterfield & Swire.
PERA CHULA CHOM KIAO, British steamer,
1,012, J. A. Morris, 16th July—Shanghai
16th July, and Singapore 26th, General—
Butterfield & Swire.
PILOT FIVE, British steamer, 161, A. Shopan,
Hongkong and Whampoa Dock Co.
PERRY, German steamer, 651, J. Jensen, 31st
July—Touran 28th July, General—
Chinese.
RIVERDALE, British steamer, 1,411, J. Mooney,
31st July—Nagasaki 28th July, Coal—
Mitsui Bussan Kaisha.
SOMERSET PERA NABO, British steamer, 1,057,
R. Jones, 31st July—Saloon 27th July,
Rice and General—Yuen Fat Hong.
TAMAR, British steamer, 1,503, W. H. Hogg,
3rd August—Canton 3rd August, General—
Jardine, Matheson & Co.
TRUCER, British steamer, 1,801, James Rilly, 31st
August—Singapore 30th July, General—
Butterfield & Swire.
VERONA, British steamer, 1,876, F. H. Seymour,
3rd August—Yokohama 15th July, Mails
and General—P. & O. S. N. Co.
WINDSOR, British steamer, 1,517, A. de St.
Colas, 1st August—Amoy 26th July,
Penang 2nd and Singapore 25th, General—
Jardine, Matheson & Co.
ZARVO, British steamer, 675, A. W. R. Cobham,
3rd August—Munda 31st July, General—
Shewan & Co.

SAILING VESSELS.
ALTAIR, British bark, 100, T. Minto, 1st Aug.
—Tamsui 2nd July, Camphor and Ballast.
—Wieder & Co.
FAIRFRIE, British ship, 1,685, C. A. Anderson,
21st July—Cardiff 13th April, Coal—
Government.
CALIFORNIA, British ship, 1,350, Douglas, 4th
Aug. New York 13th January, Petroleum,
Rice, &c.
CANARA, British ship, 1,415, J. J. Dexter, 21st
July—Shanghai 15th July, General—Car-
lton & Co.
CARL FRANKRICH, German ship, 1,400, H.
Friedrich, 5th July—Cardiff 1st March,
Coal—Melchers & Co.
KALAMOND, Chinese ship, 457, O. H. Kishina,
10th July—St. Petersburg 1st March—Chinese
Customs.
KORON, American bark, 65, W. H. Kishina, 12nd
July—Saloon 1st July, Timber—
—Caplan.
TAMAR, British ship, 1,100, F. D. Wildo,
21st July—New York 23rd Nov., Kerosene
Oil—Gibb & Co.
TERRACON, German bark, 883, Aug. Osselmann,
25th July—Newcastle, N.S.W., 24th May,
Coal—Geo. R. Stevens & Co.
KITY, British bark, 803, Wilson, 1st July—
Singapore 7th July, Timber—Dr. Munro.
MARIA, Spanish schooner, 24, Francisco Olmos,
21st July—Manila 18th June, Ballast—
—Mister.

MENIE G. WITTING, British bark, 1,200, W. H.
Smith, 18th June—Cardiff 1st March, and
Yokohama 15th July, General—Wieder & Co.
MORCE, British bark, 803, A. V. Brown, 2nd
July—Singapore 14th April, Timber—
—Mister.

PORTLAND LLOYDS, American bark, 1,180, A.
H. Forbes, 7th July—New York 16th
March, Petroleum—Shewan & Co.
STANFIELD, British bark, 500, J. Clark, 3rd
July—South Bay 14th June, Ballast—
—Captain.
VELOCITY, British bark, 597, R. Martin, 26th
July—Honolulu 19th April, General—
—Chinese.
XENIA, American bark, 1,155, L. D. Smith, 8th
July—Newcastle, N.S.W., 14th May, Coal—
Geo. R. Stevens & Co.

Consignees.

THE CHINA SHIPPERS' MUTUAL STEAM
NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM GLASGOW, LIVERPOOL, PENANG
AND SINGAPORE.

THE Company's Steamship
"KEEMUN"
having arrived from the above Port, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, at Kowloon, whence
delivery may be obtained.
No claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the Underwriter before
12 noon on the 6th inst., or they will not be
received.
All unclaimed and damaged goods are to be
landed in the Godowns, where they will be
stored until the 7th instant, at 1 p.m.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 8th
instant will be subject to loss.
Optimal cargo will be forwarded unless notice
to the contrary is given before.
Bills of Lading will be countersigned by
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 3rd August, 1891. [1073]

OCCIDENTAL AND ORIENTAL STEAM
SHIP COMPANY.
NOTICE.
CONSIGNEES OF CARGO per Steamship
"GALIC".
The above steamer having arrived, Consignees
of Cargo are hereby notified to send in their
Bills of Lading for Consignment, and to take
immediate delivery of their Goods from along-
side the steamer.
Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.
J. S. VAN BUREN,
Agent.
Hongkong, 31st July, 1891.

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN,
ISMAILIA, PORT SAID, MALTA,
GIBRALTAR, MARSEILLES, BRIN-
DISI, TRIESTE, VENICE,
PLYMOUTH, AND
LONDON.
ALSO
BOMBAY, MADRAS, CALCUTTA AND
AUSTRALIA.

THE CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR BATAVIA, PERIAN
GUY, PORTS, MARSEILLES, TRIESTE, HAM-
BURG, NEW YORK AND BOSTON.

SPECIE ONLY LAMPED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"KAISAR-I-HIND," Captain F. W. Atkinson,
with Her Majesty's Mails, will be despatched
from this for LONDON, via BOMBAY, and
SUEZ CANAL, on THURSDAY, the 6th
August, at Noon.

Cargo will be received on board until 4 P.M.,
Parcels and Specie (Gold) at the Office until
4 P.M., on the day before sailing.
Specie and Valuables for Europe will be
shipped at Colombo. General Cargo for
London will be conveyed via Bombay without
transshipment, arriving one week later than by
the ordinary direct route via Colombo.
Tea will be sent either via Bombay or
Colombo, according to arrangement.
For further particulars regarding FREIGHT and
PASSAGE apply to the PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S Office, Hong-
kong.

The Contents and Value of Packages are re-
quired to be declared prior to shipment.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
The Steamer takes Cargo and Passengers for
Madras.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 27th July, 1891.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING AT
YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
China Saturday 22nd Aug.
City of Peking Tuesday 12th Aug.
City of Rio de Janeiro Thursday 8th Oct.

THE U. S. Mail Steamship

"CHINA"
will be despatched for SAN FRANCISCO, via
YOKOHAMA on SATURDAY, the 22nd Aug.,
at 1 P.M., taking Passengers and Freight for
Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, via Vancouver, New
Westminster, Port Townsend,
Seattle, Tacoma, Portland, O.... \$225.00
To Liverpool and London 325.00
To Paris and Bremen 345.00
To Havre and Hamburg 335.00
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of steamers.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in service of China and Japan, and to
Government officials.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return
tickets to San Francisco will be issued at follow-
ing rates:—
4 months \$337.50
12 months \$393.75
Time is reckoned from date of issue to date of
re-embarkation at San Francisco.

Passengers who have paid full fare, re-embark-
ing at San Francisco for Calcutta or Japan, or
vice versa, within one year will be allowed
discount of 10 per cent. from Return Fare.
This allowance does not apply to through
fares from China and Japan to Europe.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.
Bills of Lading will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day;
all Parcel Packages should be marked to ad-
dress in full value of same is required.
Consular invoices to accompany Cargo de-
stined to ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage, and
Freight, apply to the Agency of the Company,
No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.
Hongkong, 30th July, 1891.

NORDEUTSCHER LLOYD.

NOTICE
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN, & HAMBURG.
PORTS OF THE LEVANT, BLACK
SEA, AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SATURDAY, the 25th day of August,
1891, at 5 P.M., the Company's Steamship
"PREUSSEN," Captain W. Rohmstedt, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port for above, calling at Genoa.
Shipping Orders will be granted till 5 P.M.
on the 28th, Cargo will be received on board
until 4 P.M., on the 28th, Specie and Parcels
and 1 P.M., on the 28th August. (Parcels are
not to be sent on board; they must be left at
the Agency's Office). Contents and Value of
Packages are required.

The Steamer has splendid Accommodation,
and carries a Doctor and Stewards.
For further Particulars, apply to
MELLICHAMPS & Co.,
Agents.
Hongkong, 4th August, 1891.

Mails.

CANADIAN PACIFIC RAILWAY'S
ROYAL MAIL STEAMERS.
PROPOSED SAILINGS FROM
HONGKONG, 1891.
(SUBJECT TO ALTERATION).
Empress of Japan | Tuesday... | Aug. 11th.
Empress of China | Tuesday... | 1st Sept.
Empress of India | Tuesday... | Sept 22nd.

THE R. M. S.
"EMPEROR OF JAPAN,"
5,000 tons, Captain G. A. Lee, R.N.R.,
sailing at Noon, on TUESDAY, the 11th August,
with Her Majesty's Mails, will proceed to VAN-
COUVER, via SHANGHAI, KOBE, Inland
Sea, and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	Prepaid return.
Vancouver, Victoria, Esqui- mault, New Westminster, B.C., Seattle, Tacoma, Port Townsend, Seattle, Ta- coma, Wash., Portland, Ore., San Francisco, Portland, Ore., San Francisco, Banff, Calgary, Alberta, Winnipeg, Man., St. Paul, To Minneapolis, N.Y., Duluth, Minn., Chicago, Ill., Kansas City, St. Louis, Mo., Milwaukee, Wis., Detroit, Mich., Cincinnati, Cleveland, Columbus, O., Hamilton, London, Toronto, Ont., Buffalo, Niagara Falls, N.Y., Kingston, Ottawa, Ont., Mon- real, Quebec, Que., New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Pittsburg, Pa., Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via Li- verpool 325 575 650 Paris via Liverpool and Lon- don 345 Havre via Liverpool 335 Bremen 345 Hamburg 335	4 12 mos. mos.

2nd class steamer and 1st class on rail and
2nd class steamer and rail, also Storage Fares
and Rates to other places, quoted on application.
The Steamers call at Victoria to land and
embark passengers.

Return Tickets.—Time limit for prepaid return
ticket is reckoned from date of issue to date of
re-embarking at Vancouver.
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of steamers.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in service of China and Japan, and to
Government officials.

CARGO.—Through Bills of Lading issued to
Japan Pacific Coast Ports, and to Canadian
and United States Ports.
Consular invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of D. E. BROWN, Assistant General
Freight and Passenger Agent, Canadian Pacific
Railway, Vancouver, B. C.

Parcels must be sent to our Office with
address marked in full by 5 P.M. on the day
previous to sailing.
For further information, as to Passage or
Freight, apply to
DODD, CARILL & Co.,
Agents.
Hongkong, 22nd July, 1891.

OCCIDENTAL AND ORIENTAL STEAM
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
—MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Galle Tuesday 11th August
Brisbane Thursday 2nd Sept.
Oceania Saturday 25th Sept.

THE Steamship

"GALIC"
will be despatched for San Francisco, via
Yokohama, on TUESDAY, the 11th August,
at 1 P.M. Connection being made at Yoko-
hama with Steamers from Shanghai and Japan
Ports.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, via Vancouver,
Victoria, Esqui-mault, New
Westminster, Port Townsend,
Seattle, Tacoma, Portland, O.... \$225.00
To Liverpool and London 325.00
To Paris and Bremen 345.00
To Havre and Hamburg 335.00
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in service of China, and Japan, and to
Government officials.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return
tickets to San Francisco will be issued at fol-
lowing rates:—
4 months \$337.50
12 months \$393.75
Time is reckoned from date of issue to date of
re-embarkation at San Francisco.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan, or
vice versa, within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China, and
Japan to Europe.

All Parcel Packages should be marked to
address in full and same will be received at
the Company's Office until 5 P.M. the day
previous to sailing.
Consular invoices to accompany Cargo de-
stined to ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information, as to Passage or
Freight, apply to the Agency of the Company,
No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.
Hongkong, 19th July, 1891.

For Sale.

"C. R. W. Y. N. B. R. O. N."
THE BEST BREAKFAST CLARET,
at
\$3.00 a dozen.
"ST. GEORGE'S"
A SOUND BREAKFAST CLARET,
at
\$3.00 a dozen.
\$0.25 allowance for 1 doz. Empty Bottles
returned.
Samples sent on application.
G. G